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Department of Transportation

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County Executive

# Construction Ahead



January 2011

Montgomery County Department of Transportation

## Division of Transportation Engineering

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### Special points of interest:

- Construction will commence this winter.
- The project is expected to take 10 months to complete.
- **Cedar Lane will be closed** between Beach Drive and Parkhill Avenue from June 17, 2011 through August 24, 2011.
- For more information, please visit [www.dpwt.com](http://www.dpwt.com).

## Reconstruction of Cedar Lane over Rock Creek to Commence

### Introduction

Montgomery County Department of Transportation (MCDOT) Division of Transportation Engineering (DTE) will soon commence construction activities for the reconstruction of the bridge that carries Cedar Lane over Rock Creek. The purpose of this newsletter is to notify you of the upcoming project and to inform you of the project schedule and impacts to traffic.

The project site is located in Bethesda, Maryland. Bridge No. M-0074 currently carries four lanes (two in each direction) of Cedar Lane over Rock Creek. It was originally

constructed in 1959. The Average Daily Traffic (ADT) crossing the bridge currently is 12,565 vehicles per day.

Montgomery County conducts biennial inspections of its bridges. Based on evaluation of the bridge during past inspection cycles, the bridge is classified as structurally deficient and is posted for load restrictions. In 2007, the Biennial Bridge Inspection Report indicated that the concrete beams and piers were in poor condition. In 2008, DTE conducted concrete core tests, removing samples of concrete from the structure and testing them. The results confirmed that reconstruction of the superstructure and pier caps would be necessary.

The project entered the Facility Planning Bridges



Project Location

Program and design commenced in 2008. Construction funding was appropriated in the FY11-16 Capital Improvements Program Budget. The completed project will provide a safe roadway for the traveling public and prolong the service life of the structure.



Existing Elevation



Proposed Elevation



Concrete Deterioration

## Project Scope and Design

The existing bridge is a four-span structure. It consists of a concrete deck and pre-stressed concrete beams that rest on reinforced concrete piers and abutments. The superstructure and pier caps will be removed and replaced in their entirety.

To comply with the 2005 Countywide Bikeways Functional Master Plan, the lane configuration will be modified. One southbound lane

will be replaced by a 12'-8" wide shared-use path for a distance of approximately 500' between Rock Creek Trail and Elmhirst Trail. This concept was presented at public meeting on April 14, 2010. Meeting attendees questioned the capacity of a single lane to accommodate the traffic generated by the Base Realignment and Closure (BRAC) Project at the National Naval Medical Cen-

ter. MCDOT conducted a study of future traffic volumes and determined that a single southbound lane will perform satisfactorily under the projected traffic volume of 15,485 vehicles per day. The short length of the single lane coupled with the fact that only two lanes (one in each way) exist just north of the bridge supports the decision to construct the Master Planned path at this time.



Existing Approach

## Traffic Control and Construction Phasing

The construction sequence was developed with resident input at a public meeting on November 20, 2008. A traditional approach with lane closures and a 18-month duration was offered, as well as an accelerated construction option that required a road closure to quickly replace the bridge. Residents overwhelmingly preferred accelerated construction.

### Phase 1

The first work will be during the winter and will consist of the off-site fabrication, delivery and installation of a temporary pedestrian bridge across Rock Creek. Locations in the vicinity will be prepared to stock-pile pre-cast concrete pieces from the fabricator's facilities. The trail south of the bridge will be built during Phase 1 also.

### Phase 2

After the school year, Cedar Lane will be closed and vehicles will follow a detour route. Pedestrians will use the temporary bridge to cross Rock Creek. Once the bridge is reopened, minor work to complete that may require daily lane restrictions. If that situation occurs, the lane closure hours will be between 9:00 AM and 3:30 PM.

*"Residents overwhelmingly preferred accelerated construction."*



Proposed Approach—Looking North



Phase 1 Construction



Phase 2 Construction

## Work Hours, Schedule and Inspection

The schedule has been coordinated with BRAC related projects and is timed to be completed prior to the implementation of BRAC. Phase 1 will generally take place Monday through Friday between 7:00 AM and 5:00 PM, with occasional Saturdays to make up for weather delays. Phase 1 will commence this winter. Since much of the work will occur off-site in fabrication plants, residents may not see activity at the bridge until later this winter or

early this spring.

During Phase 2, the contractor will work double shifts to replace the bridge within the time provided. Work hours will be extended to approximately 10:00 PM. The contractor will comply with Montgomery County's Noise Ordinance at all times. Phase 2 is scheduled to commence the day after school closes for summer break, on or about June 17, 2011. It is scheduled to be completed to the start of the next school year on or about Au-

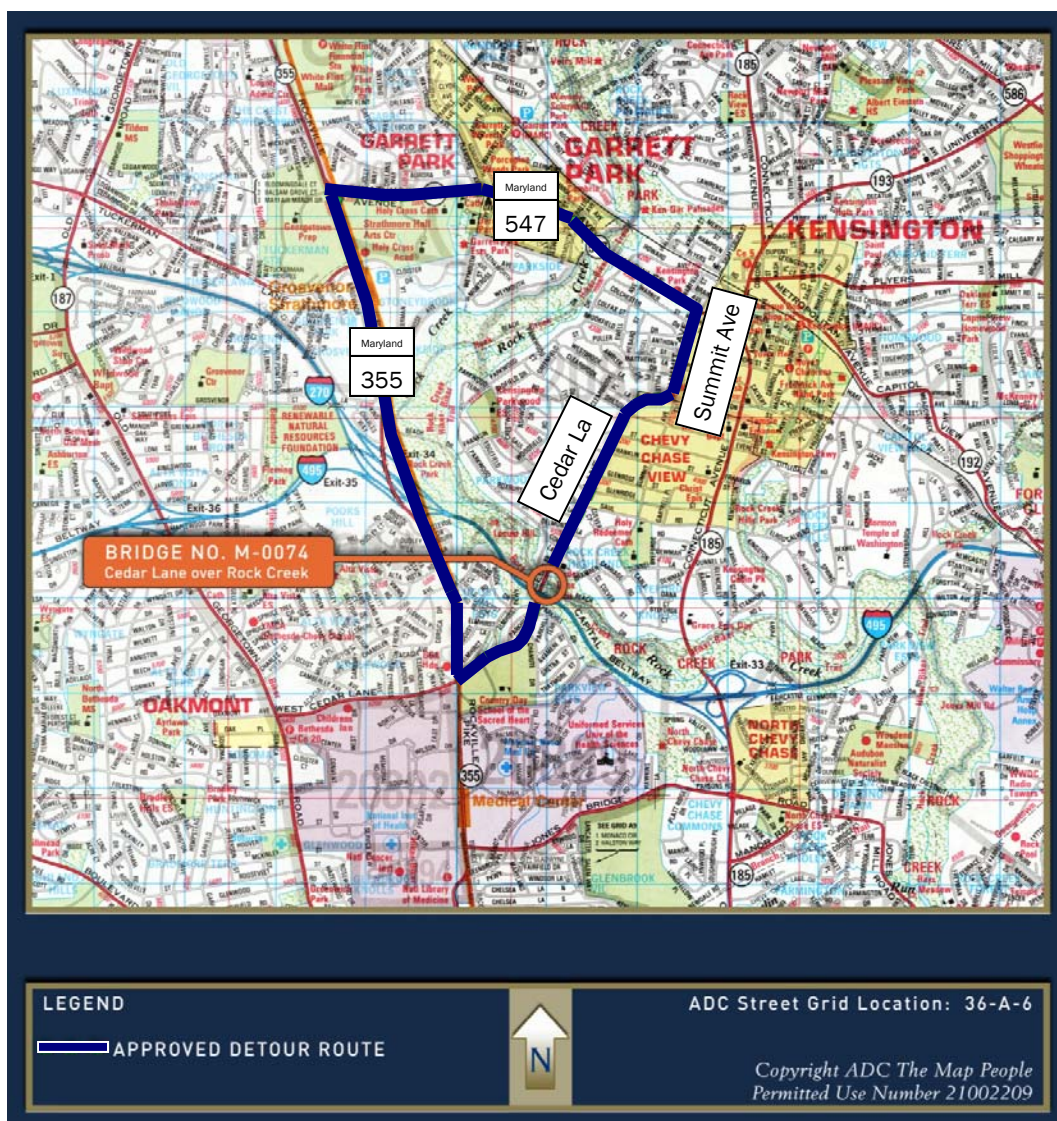
gust 24, 2011.

Throughout the construction process, full-time County representation will be present on the job site during hours of construction. In addition to overseeing the construction progress and monitoring the work zone for pedestrian and traffic safety, the County representative will be available to answer questions that you may have about the project. Field Office telephone numbers will be provided in a future update.

*"During Phase 2, the contractor will work double shifts... Work hours will be extended to 10:00 PM."*



## Detour Route



*"The detour route will be in effect between June 17, 2011 and August 24, 2011."*

## Contractor

Concrete General, Inc. (CGI) submitted the lowest responsible and responsive bid for this project.

CGI is located in Gaithersburg, Maryland and has completed numerous similar projects for Montgomery County and a variety of ju-

risdictions, including the Maryland State Highway Administration and several local jurisdictions.

The construction contract is valued at approximately \$3.1 million and is within the budget established for the project.

Approximately 80% of the project cost is funded with Federal Aid, and the remaining 20% is funded by Montgomery County.



## Impacts to County Services

Montgomery County strives to minimize the impact construction projects have on residents, businesses and motorists. No “curb side” government services (such as recycling, mail delivery, etc.) will be impacted by this project. DTE has coordinated the road closure with Public Schools, Police, Fire and Rescue Services, Ride-on, Solid Waste and the Maryland National Capital Park and Planning Commission. Each agency has plans to continue to provide services through-

out the duration of the road closure. Ride On Route 34 will be rerouted during Phase 2.

Staging areas will be established to store materials and equipment. A portion of Rock Creek Park (see page 3) will be cordoned off for this use and will not be available for public use.

During Phase 1, traffic will be maintained through the work zone. In order to minimize the inconveniences to the public, businesses, and County ser-

vices, lane closures will be kept to a minimum duration and allowed only between hours of 9:00 AM. and 3:00 PM.

Driveways and entrances will remain accessible at all times during construction. Warning, guidance, and directional signs will be posted throughout the project vicinity to keep motorists informed of conditions. Please use caution when travelling through the work zone, for your sake and the safety of the work crews.



## Keeping Informed

This newsletter is sent to residents who are on the project mailing list and to the owners of businesses in the vicinity. Please share this information with your neighbors. If they want to receive future newsletters, please contact the MCDOT Transportation Construction Section, at 240-777-7210.

We plan to provide you with periodic updates on this project. In addition, you can visit the Department of Transportation website at [www.dpwt.com](http://www.dpwt.com). Click on “Transp. Engineering” at the left to reach the DTE webpage and select “Construction” to access information for all projects under construction. In ad-

dition, feel free to contact the project team at the field office or at the phone numbers below. The DTE email address is on page 6.

Finally, watch for signs and message boards posted near the project site. These will keep you informed of impending changes to the traffic patterns and guide you safely

*“Visit the Department of Transportation website at [www.dpwt.com](http://www.dpwt.com) for information on this and other projects.”*

## Project Management Team

A staff of dedicated professionals will oversee the construction and insure that the project is completed safely, timely, on-budget and in compliance with the specifications. In addition, the team members are available to answer any questions you may have. Feel free to con-

tact any of member of the Project Management team.

For questions about:

### Construction Activities

Contact: Craig Lease  
Phone: 240.773.3412

### Traffic Control

Contact: Stella Igbinedion  
Phone: 240.777.2190

### Project Design

Contact: Brian Copley, P.E.  
Phone: 240.777.7227

### Mailing List

Contact: Jackie Earp  
Phone: 240.777.7210





## *Montgomery County Department of Transportation*

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**For alternative formats of this newsletter,  
please contact DTE at 240.777.7220  
(Voice). TTY users call Maryland Relay.**

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**We're on the Web!**

**[www.dpwt.com](http://www.dpwt.com)**

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## **About the Division of Transportation Engineering**

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DTE is responsible for planning, engineering, and constructing Montgomery County's infrastructure to the highest safety and performance standards possible while paying close attention to citizen's input, environmental and economic concerns. Today, DTE is responsible for more than 2,000 miles of primary and secondary roads and more than 253 bridges. DTE employs over 70 people, with varying skills and backgrounds. DTE has three main sections: Transportation Plan-

ning and Design, Property Acquisition and Transportation Construction.



**DTE designs and constructs transportation improvements, such as the Mouth of Monocacy Road Bridge, 2009 Maryland Quality Initiative Award of Excellence recipient .**

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